Mixed-Use

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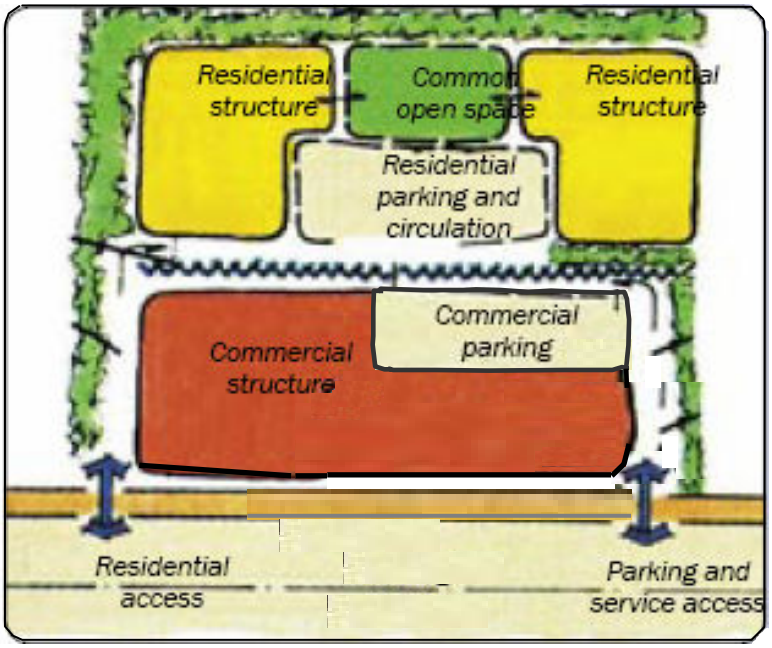
INTRODUCTION

Mixed-Use includes the placement of complementary land uses such as housing, retail, office, services, and public facilities on the same lot as allowed per the Zoning Ordinance. This may include both vertical mixed use (such as residential above shops) as well as horizontal mixed use, which provide a variety of land uses in the same site.

The primary design issue related to mixed use projects is the need to successfully balance the requirements of residential uses, such as the need for privacy and security, with the needs of commercial uses for access, visibility, parking, loading, and possibly extended hours of operation.

There are two basic types of mixed-use projects. The first type is vertical mixed use, which is typified by residential use over commercial uses in the same building.



The second, called horizontal mixed use, combines residential and commercial uses on the same site but in separate buildings.

Multiple-Family residential includes apartments, condominiums and townhomes; essentially anything other than single family may be located on a Mixed-Use site. These projects, regardless of their form of ownership, are characterized by higher density attached units, and shared facilities such as parking, open space, and recreation. These characteristics present unique design issues.

The guidelines for mixed-use are intended to:

> Encourage development, which are sensitive to the character and scale of surrounding development, with particular attention to transition areas wherein multiple family projects and commercial projects may coexist for years or even decades;
>
> Promote an attractive and functional arrangement of buildings and ample open spaces which are sensitive to the physical characteristics of the site, and which provide a high standard of visual quality and livability for the residents;
>
> Incorporate within the project architecture a sense of harmony and human scale, while providing for visual interest and individual unit identity, as well as privacy and security for each resident and the project as a whole.

Project specific standards and guidelines should take precedence when in conflict with the following guidelines. All projects must be designed to be accessible for persons with disabilities in accordance with currently applicable requirements.

Neighborhood Context

Many areas within the City of Chula Vista contain opportunities for development on vacant or underutilized sites. The design of infill development must be sensitive to the existing neighborhood context and positively contribute to the public realm.

Compatibility

The compatibility of new development with existing development is especially important when new development includes new uses or higher densities. Good site design must carefully balance the need to respond to the existing context with the need to introduce new development that can improve the character and the scale of the surrounding area. The location between the commercial and residential uses on the site also needs to carefully throughout to ensure the compatibility of the two uses on the same site.

Design buildings so that they have heights, massing, setbacks and design character that are compatible with surrounding buildings.

Structures should be sited in a manner that will complement adjacent structures. Sites should be developed in a coordinated manner to provide ordered diversity and to avoid jumbled confusion.

Incorporate the area's typical landscape treatments into the site design to connect new development to the existing context.

Proper placement and size of a building can help to reduce the air circulation or wind tunnel that is created between the new and existing buildings, to avoid potential air pollution. Abrupt changes in building height may be minimized to prevent areas where pollutants may be trapped.

Placement of structures should consider the existing built context of the commercial area, the location of incompatible land uses, the location of major traffic generators and air quality pollutants, as well as an analysis of a site's characteristics and particular influences.

Link compatible residential and nonresidential uses by utilizing access roads, walkways, common landscape areas, building orientation, and unfenced property lines.

Avoid public access to the rear of commercial structures when adjacent to potentially incompatible uses.

Building orientation and landscaping commercial buildings should minimize a direct line of sight into adjacent residential private open space. Employ landscaping to screen parking lots from adjacent residential uses and streets.

Views

A view of a beautiful or striking landscape feature is a valuable community asset and further enhances the pedestrian environment. A view can function as a way-finding tool, as well as influence the identity of a community. New development should capitalize on site-specific opportunities by maintaining existing views and framing new views.

Place buildings to frame significant views by ensuring that gaps between buildings provide a view of a significant feature from a publicly-accessible vantage point.

Create an interesting focal point on sites that are the terminus of a major visual axis, such as at the terminus of a street, trail or multi-use path.

Coordination with Adjacent Properties

Coordination between multiple sites can help to develop a consistent community character. New projects need to consider adjacent sites to identify potential opportunities for the coordination of building programs, site amenities and functional operations.

Develop shared facilities such as driveways, parking areas, plazas and walkways in order to increase pedestrian access. On larger sites with multiple buildings, design parking areas and open spaces so they can be shared by several buildings.

Coordinate site designs with existing development on adjoining properties to avoid creating excessive noise or intrusions on privacy, particularly when development is adjacent to sensitive uses such as residential development.

Site Design/Siting and Orientation

Buildings must be located where they can connect to the public realm, but they must also be arranged within the site so that appropriate space is provided for parking, outdoor seating and other activities.

Orientation to the Street

Buildings should be highly visible and readily accessible from the sidewalk, encouraging people to walk from place to place.

For multiple-story buildings, step the building back from the street edge at upper levels to allow sunlight into the street.

Place entrance doors and windows for retail uses fronting directly onto the street at ground level. Provide a high percentage of windows on the ground floor facades of commercial buildings to facilitate greater visual transparency.

Orient building towards the street, so that they frame the pedestrian environment.

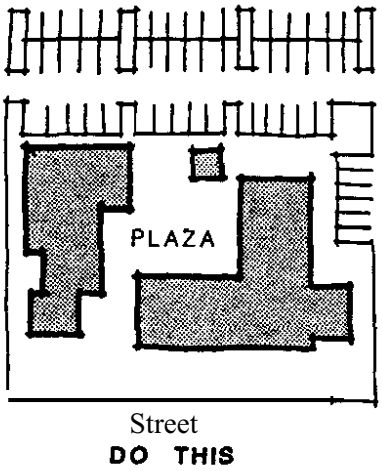
Create continuous pedestrian activity along public sidewalks in an uninterrupted sequence by minimizing gaps between buildings.

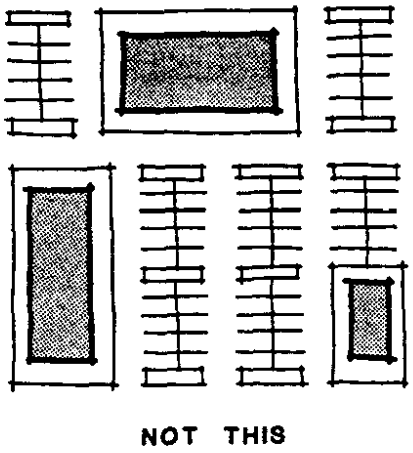
Setbacks

The front setback of a building sets the amount of space, if any, that lies between a building and the sidewalk or street. It defines the transition between the private development and the public realm.

Site buildings at the back of the sidewalk to provide a strong definition of the public realm, where allowed. Use paving materials that differentiate the setback area from the sidewalk.

If setbacks are to be observed, consider setting portions of a building back from the street to create usable outdoor space. To ensure that the setback area does not result in an excessive void along the street, use fences, walls, planters or landscaped areas to define the edge of the outdoor space. Where mature trees are present on a site, set back portions of buildings to preserve the trees.





Building setbacks should be proportionate to the scale of the structures and considerate of existing development. Larger structures should require more setback area for balance of scale and so as not to impose on neighboring uses.

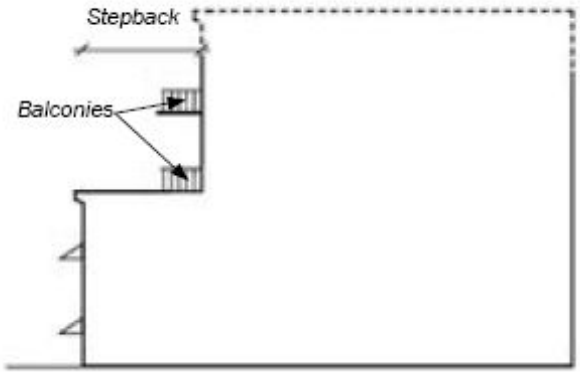
When commercial buildings back up to common open spaces or residential projects, the rear setback area should be landscaped and should appear to be functionally and/or visually shared open space.

Building Mass

A site design must determine how each building's mass—its three-dimensional form—will fit within the site as a whole. The site design must strike a balance that provides a built edge to define the public realm, while not presenting an overwhelming face to the street.

Concentrate a site's building mass at the street edge, where allowed. For multiple-story buildings, step the building back from the street edge at upper levels to allow sunlight into the street.

Additional setback areas and upper floor setbacks are encouraged when commercial and residential areas are adjacent to each other.



Horizontal building stepbacks are encouraged to provide building articulation, terrace space and other elements to soften building facades.

Whenever possible, new structures should be clustered for a *vertical* mixed-use project. This creates plazas and pedestrian malls and prevents long "barracks-like" rows of structures. When clustering is impractical, a visual link between separate structures should be established. This link can be accomplished through the use of an arcade system, trellis, or other open structure. Link compatible residential and nonresidential uses by utilizing access roads, walkways, common landscape areas, building orientation, and unfenced property lines. Design public and private outdoor spaces to provide sunny and shaded areas.

Develop a complex of buildings rather than a single large structure. Ensure that the spaces created between buildings can function as pedestrian plazas, courtyards and other outdoor gathering areas.

Place a building's mass so that it responds to the surrounding development. Where necessary, provide a transition that relates to adjacent buildings.

In order to activate the street for pedestrians, any building with more than 75 feet of street frontage should have at least one primary building entry.

Corner Sites

Sites gain prominence when they are located at the intersection of two streets. More people pass by corner sites, and the buildings on these sites are more visible. The design of corner sites should acknowledge and celebrate this prominence, and it should help to define the edges of the street intersection.

The main entry to buildings should be emphasized through flanked columns, decorative fixtures, a recessed entryway within a larger arched or cased decorative opening, or a portico (formal porch).

Buildings situated at a corner along Broadway and H Street should provide a prominent corner entrance to street level shops or lobby space.

Include special architectural and design features on buildings located at corners, such as taller building elements or architectural detail. Additional corner treatments might include a rounded or angled facet on a corner building entrance or an embedded corner tower.

Corner buildings should feature angled entrances and plazas and continue storefronts on side streets.

Concentrate a site's building mass at the street edge, where allowed.

Locate the main entrance of corner buildings at the corner, where feasible.

Corner buildings should have a strong tie to the front setback lines of each street. Angled building corners or open plazas are encouraged at corner locations.

Place buildings located on street corners so that they meet the corner, or use a small setback to provide a public plaza with direct access to the building.

Where mature trees are present on a site, set back portions of buildings to preserve the trees.

Buildings should be highly visible and readily accessible from the sidewalk, encouraging people to walk from place to place.

Decorative walls and/or enhanced landscaping should be used at main entrances. Special paving, raised medians and gateway structures should also be considered.

Plazas and Open Space

A thoughtfully designed site can include small plazas, piazzas, courtyards and other outdoor spaces. These spaces can create a visual connection to the public realm as well as a physical transition zone between the building and the street. They provide important spaces for formal and informal community gatherings, and their design should be coordinated with new development. While these areas should be large enough to accommodate everyone who wants to use them, they should also be small enough to create an active, lively feel when they are occupied.

Design plazas and building forecourts to maximize circulation opportunities between adjacent uses.

Account for climatic factors such as sun orientation and prevailing winds when locating all open space areas.

Ensure that outdoor areas are visible from public streets and accessible from buildings, as well as streets and pedestrian and bicycle networks.

Place outdoor furniture, such as seating, low walls, trash receptacles, bike racks and other elements, in outdoor pedestrian spaces.

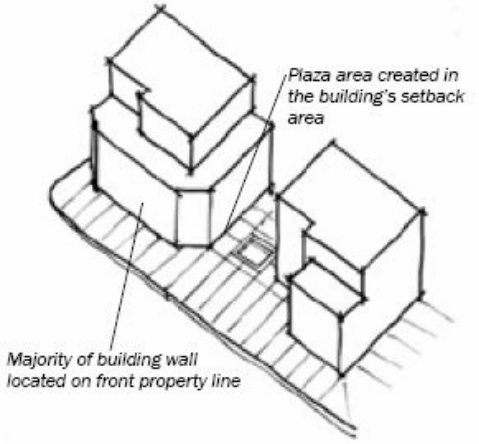
Coordinate outdoor furniture with the design of the building.

Provide shade benches, fountains, landscaping, seating and outdoor dining to support pedestrian activity.

On sites with multiple structures, buildings should be linked visually and physically. These links can be accomplished through architecture and site planning, such as trellises, colonnades or other open structures combined with landscape and walkway systems.

For larger projects, develop a comprehensive open space network that includes plazas and other open space elements to connect different uses. Integrate adjacent land uses on a site into the open space areas and the paths that link them. Site buildings to define open space areas.

Small open space areas should be grouped into larger, prominent public spaces. Hardscape and vegetation should be combined to create plazas that people can use for rest, congregating, recreation, and dining.



Design plazas and building forecourts to maximize circulation opportunities between adjacent uses within the setback area between buildings.

Provide a focal point for pedestrian gathering in the center of the piazza or plaza such as a fountain or sculpture.

A majority of the gross area of the plaza should have access to sunlight for the duration of daylight hours.

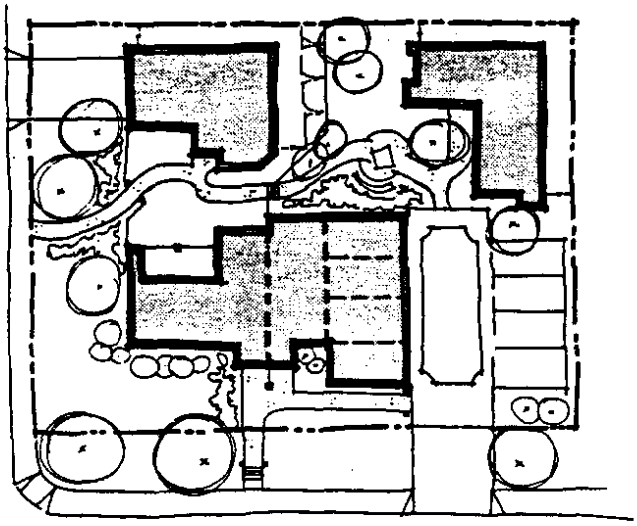
Shade trees or other elements providing relief from the sun should be incorporated within plazas. Entries to the plaza and storefront entries within the plaza should be well lighted.

Provide clear transitions between plazas and streets.

Architecture, landscaping elements, and public art should be incorporated into the plaza design. Use drought-tolerant plant materials that are consistent with the architectural design of the building.

Common open space should be provided in large, meaningful areas and not fragmented or consist of “left over" land. Large areas can be imaginatively developed and economically maintained. Without sufficient area, common open space cannot serve the purpose for which it is intended. Major slopes located next to recreation areas should be transitioned into landscaping and usable areas to maximize the effect of open space.

Provide paseos between buildings to promote pedestrian activity. Ample seating in both shaded and sunny locations should be provided in the paseo area.



Any portion of a lot which is relatively level (maximum five percent grade), developed for recreational or leisure use, and which contains 60 square feet with no dimension less than six feet, is considered open space. Roof decks and recreation rooms should generally count for no more than 25 percent of required common open space: Front and exterior sideyard setback areas may constitute up to 50 percent of required common open space, provided they are developed in a usable and attractive manner.

Common open space areas should include both passive and active recreation amenities such as tables, benches, pools, barbecues, courts and tot lots. A focal point should be provided such as a fountain, kiosk, specimen tree or tree grouping, or other sculptural feature. Features and furniture should be well constructed, durable, and complement the overall landscape design.

Play areas for children should be provided whenever possible, and are expected to be incorporated into any larger project with a significant number of two bedroom units. Tot lots

should feature a soft ground surface, shaded seating areas, and defining edges and/or open fencing of wrought iron or tubular steel. The tot lot should be well separated and buffered but visible from adjacent dwellings.

Open space intended for use by "residents only" may not be accessible from commercial areas. Open space and courtyards in commercial areas may be accessible to residential occupants and visitors.

Outdoor Seating

By incorporating outdoor seating, a well-designed site can encourage foot traffic and provide places where people are encouraged to stop and linger. Some outdoor seating areas can be located within the interior of a site, for the enjoyment of people who live or work there. Depending on the site, there may also be opportunities to place outdoor seating closer to the public realm, especially if the site faces a scenic view.

Outdoor dining, kiosks, benches, and other street furniture are encouraged to enhance street activity and interest.

Design public and private outdoor spaces to provide sunny and shaded areas.

Use movable seating where practical so that people can accommodate their own preferences and respond to the weather or time of day.

Incorporate seating into well-trafficked outdoor areas, to maximize opportunities for people to interact. Include formal seating, such as benches and chairs, along with informal seating, such as low walls and stairs, in all outdoor seating areas. Place seating to take advantage of scenic views

towards cityscapes, parks, and open space. Provide lighting to ensure that outdoor seating areas are safe places at night.

To ensure that the setback area does not result in an excessive void along the street, use fences, walls, planters or landscaped areas to define the edge of the outdoor space.

Furniture and fixtures used in plaza and paseo areas should complement the paving pattern and color of the pavers used in the public right-of-way.

Provide landscaping and high-quality paving materials, such as stone or tile.

Potted plants can enhance a streetscape. Size, shape, color, and texture should complement the overall design theme. Trees can provided needed shade for outdoor seating.

Landscaping should consider the scale and mass of a building and its relationship to the scale of the street and neighboring properties.

Entries that face onto an outdoor dining opportunity are encouraged.

If the outdoor area would be adjacent to a major street or highway, proper buffers, such as trees or shrubs, to reduce adjacency effects such as car noise and exhaust.

Where a plaza is adjacent to a parking area, provide landscaping for screening purposes.

Coordinate the location of transit stops with plazas and piazzas.

Walls and Fences

Walls and fences should be kept as low as possible while performing their functional purpose to avoid the appearance of being a "fortress". All fences and walls required for screening purposes should be of solid material. Walls and fences should be designed with materials and finishes that complement project architecture, should be architecturally treated on both sides, and should be planted with vines, shrubs and trees.

Similar elements, such as columns, materials, and cap details, should be incorporated on perimeter walls that transition from one development to another.

Opaque materials, such as plywood boards, and sheet metal, are not permitted. Also, chain link fences are not permitted.

A combination of elements, including decorative masonry walls, berms, and landscaping, should be used to screen objects at the ground plane.

Walls should be offset every 50 feet and architecturally designed to reduce monotony. Landscape pockets along the wall should be provided at regular intervals. Landscaping, particularly vines, should be used to soften otherwise blank wall surfaces and to help reduce graffiti. Vines enhance otherwise blank walls. Climbing vines on structures are encouraged.

Refuse, Storage, and Equipment Areas

All trash and garbage bins should be stored in an approved enclosure. Trash storage must be fully enclosed and incorporated within the main structures or separate freestanding enclosures. Where practical, storage at each unit is preferred over common enclosures. Trash storage cannot be placed under stairways.

Refuse storage facilities should be located as far as possible from residential units and should be completely screened from view from adjacent residential portions of the project. The location and design of trash enclosures should account for potential nuisances from odors.

Trash enclosures should allow convenient access for commercial tenants. Siting service areas in a consolidated and controlled environment is encouraged. Refuse storage areas that are visible from an upper story of adjacent structures should provide an opaque or semi-opaque horizontal cover/screen to reduce unsightly views. The screening should be compatible with the design of adjacent development.

Refuse containers and service facilities should be screened from view by solid masonry walls with wood or metal doors. Use landscaping (shrubs and vines) to screen walls and help deter graffiti.

Landscaping and a trellis feature can create an attractive trash enclosure.

Trash enclosures should be architecturally compatible with the project. Landscaping should be incorporated into the design to screen the enclosure from public view and deter graffiti.

Loading and Delivery

Loading area should be located as far as possible from residential units and should be completely screened from view from adjacent residential portions of the project. Loading and unloading zones should be located to minimize interference with traffic flow.

Loading and unloading zones should provide adequate space for maneuvering into and out of a loading position. These areas should be designed to integrate with the entire development.

Loading zones should integrate into surrounding development.

Building Design

Quality building design ensures that individual development projects contribute to the overall character of a community, particularly the public realm. Buildings need to be designed to facilitate pedestrian activity and access to transit facilities. Buildings should also include architectural features that reflect the local vernacular and are appropriate to the local climate.

Building Rhythm

All major and minor structures should share a common architectural theme and design characteristics to provide an architectural unity for the total project. The designer is expected to employ variations in form, building details and siting in order to create visual interest. In all cases, the chosen architectural style should be employed on all building elevations.

Design features must be consistent on all elevations of a structure. Side and rear elevations should not be minimized because they are oriented away from public view.

Roofs should be given design considerations and treatment equal to that of the rest of the building exteriors.

Roofs and rooflines should be continuous in design throughout a commercial development. Full roofs are strongly encouraged due to proximity to residential areas.

Roofline elements should be developed along all elevations.

No roofline ridge should run unbroken for more than 75 feet. Vertical or horizontal articulation is required.

Whenever an infill building is proposed that has two adjacent commercial structures, every attempt should be made to maintain the characteristic rhythm, proportion, and spacing of existing door and window openings.

Multiple-Tenant Spaces

Where multiple-tenant spaces are incorporated into a building, individual tenant spaces should characterize a building's bays, or structural elements to further enhance the pedestrian environment.

Vary the building facade by recessing the storefront entrance or creating a niche for the interior use to expand onto the sidewalk. Awnings and overhangs should be used in conjunction with street trees to provide shade for pedestrians.

Use columns, piers or pilasters to differentiate the facade's horizontal elements.
Incorporate vertical slots or recesses between horizontal facade elements. Columns should be square, rectangular or round, and appear massive in thickness.

Mass and Proportion

Building heights and setbacks should vary from adjacent or adjoining buildings to ensure diversity in building type.

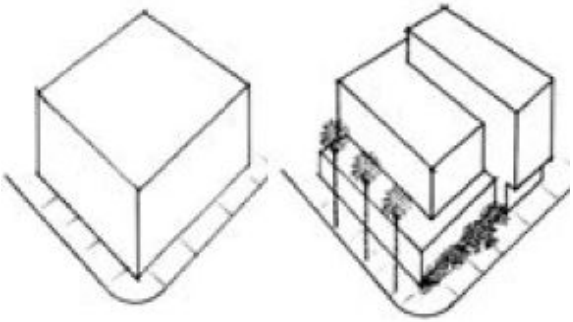
Combinations of one, one and one half, two, and three story massing will create variation and visual interest.

Smaller architectural elements on large buildings add pedestrian scale.

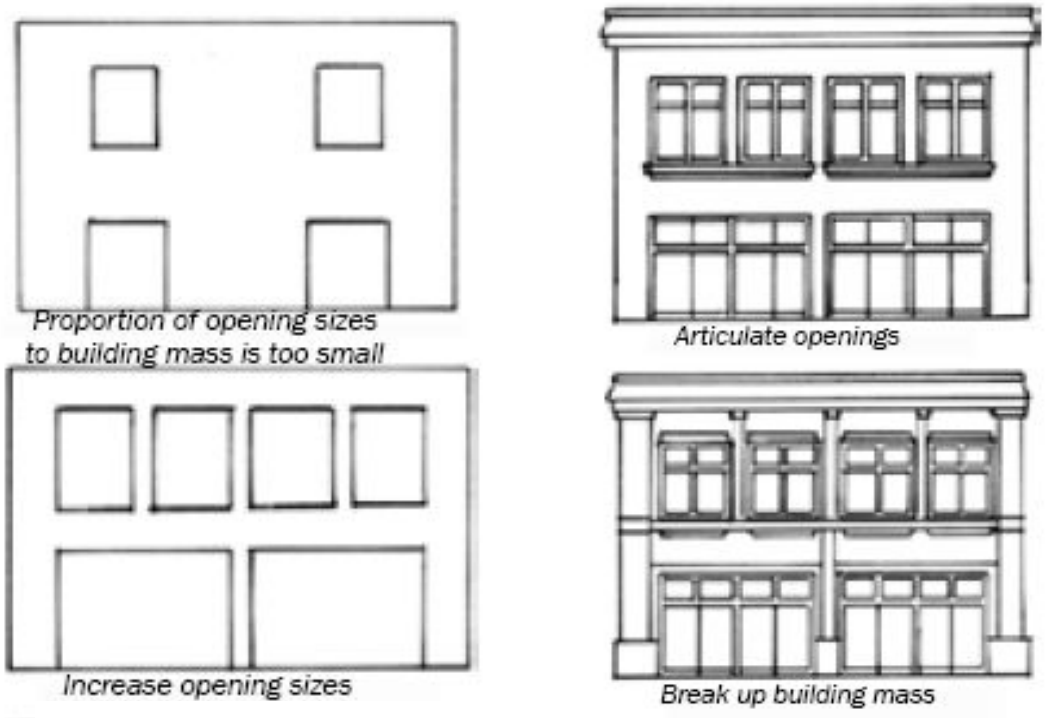
Provide building pop-outs, awning, roof overhangs, recessed doorway, or other architectural features to enhance an otherwise blank wall.

Awning and overhangs should be used in conjunction with street trees to provide shade for pedestrians.

Desirable building massing has both horizontal and vertical articulation.



The physical design of buildings facades should vary at least every 200 linear feet (half block). This can be achieved through such techniques as: division into multiple buildings, break or articulation of the facade, significant change in facade design, placement of window and door openings, or position of awnings and canopies.



The storefront is only one of the architectural components of the commercial facade, but it is the most important visual element for a building. It traditionally experiences the greatest degree of change during a building's lifetime and further holds the greatest potential for creative or poor alterations affecting both the character of the building and the streetscape. Traditional storefronts are comprised of a few decorative elements other than simple details that repeat across the face of the building (e.g., structural bays containing window and door openings, continuous cornice line, transoms, bulkheads) and integrate the storefront into the entire building facade.

The size and openings of windows and door openings, and other features should be proportionally align along the building frontage to enhance the public realm and help break up the building mass.

Building Facades

A building's facade, and the level of detail to which it is designed, plays a significant role in shaping the public realm and encouraging pedestrians to use the sidewalk.

To the extent possible, each of the dwelling units should be individually recognizable. This can be accomplished with the use of roof lines, setbacks, projections and balconies which help articulate individual dwelling units or collections of units, and by the pattern and rhythm of windows and doors.

Design facade details that are integral to the architectural and structural design of the building and not tacked onto the surface. Design the facade to have a distinct base, middle and top.

Arcades can provide a dramatic architectural element to a building. Arches should be semi-circular and relate to the scale of the building.

Design arcades to provide at least ten feet of clear space between the building facade and the edge of the arcade, so that there is adequate space to walk along the arcade as people enter and exit buildings.

In buildings with a vertical mix of uses, reserve the ground floor for activity-generating retail storefronts. Locate residential uses on upper floors.

Establish depth and shadow by incorporating features that project from the building face, such as window bays and pilasters.

Building vertical focal elements are encouraged. Towers, spires, or domes become landmarks and serve as focal/orientation points for the community.

The physical design of facades should utilize such techniques as: break or articulation of the facade; vertical and horizontal offsets to minimize large blank walls and reduce building bulk; significant change in facade design; placement of window and door openings; and position of awnings and canopies.

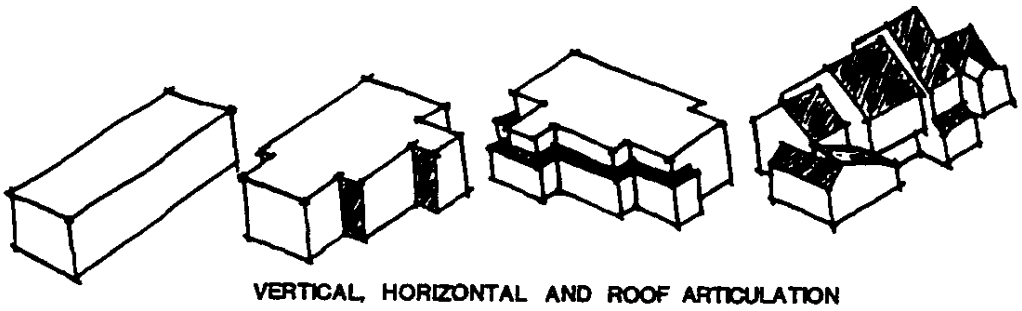
Separations, changes in plane and height, and the inclusion of elements such as balconies, porches, arcades, dormers, and cross gables mitigate the barracks-like quality of flat walls and roofs of excessive length.

Hipped or gabled roofs covering the entire mass of a building are preferable to mansard roofs or segments of pitched roof applied at the structure's edge.

The architectural style and use of materials should be consistent throughout the entire project. Differences in materials and/or architectural details should only occur where the intent is to differentiate between scale and character of commercial and residential areas.

The following design techniques should be implemented whenever possible: varying front setbacks and heights within the same structure; staggered and jogged unit planes; use of reverse building plans to add variety; maximum of two adjacent units with identical wall and rooflines; and, a variety of orientations to avoid the monotony of garage door corridors.

The design, placement and orientation of buildings, yards, fencing, landscaping, floor plans, balconies and windows is expected to promote privacy within the individual dwelling units to the maximum feasible extent. Consider the use of trees to screen private first floor areas and windows from second story units. Stagger setbacks to adjacent unit entrances.

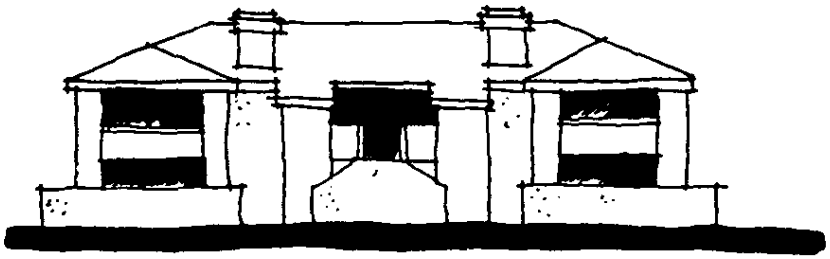


Long, unbroken facades and box-like forms should be avoided. Large, unrelieved expanses of wall can also encourage graffiti. Building heights should be varied and building facades should provide relief and offsets to give the appearance of a collection of smaller structures.

The incorporation of balconies, porches, and patios within multi-family structures is strongly encouraged for both practical and aesthetic value. These elements should be integrated into the architecture to break up large wall masses, offset floor setbacks, and add human scale to structures.

Common exterior balconies and corridors that provide access to units should not require circulation past adjacent unit windows and entries.

Stairways are expected to be integrated into and complement the architectural massing and form of the structure. Simple, clean, bold projections are encouraged. Thin-looking, open metal, prefabricated stairs are to be avoided. The width of stairways should generally be greater than the minimum required by code.



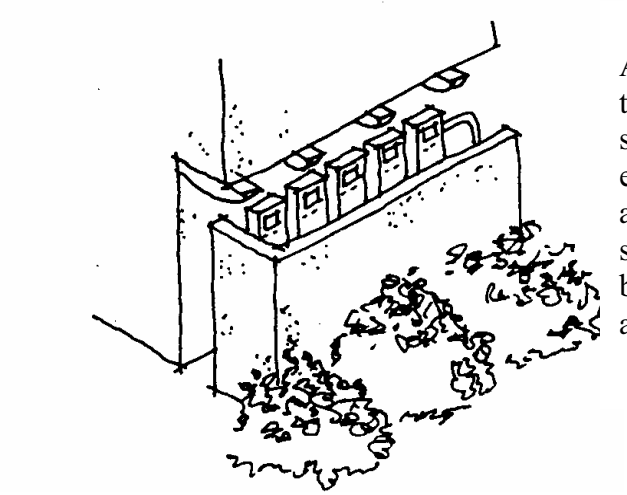
INTEGRATED STAIRWAY

Uncovered stairwells should be precluded from general streetscape view through the use of wing walls, landscaping or other means.

However, if uncovered stairwells can not be incorporated into the design of the building, exterior stairways should be architecturally integrated into the design of the building. Prefabricated stairs or railings are discouraged.

Gutters and downspouts should be concealed unless designed as an architectural feature. Exposed gutters and downspouts not used as architectural features should be colored to coordinate with the surface to which they are attached. Roof vents should be colored to coordinate with roofing material.

All roof-mounted equipment should be screened. Special consideration should be given to the location and screening of noise generating equipment such as refrigeration units, air conditioning, and exhaust fans. Noise reducing screens and insulation may be required where such equipment has the potential to impact residential uses.



All mechanical equipment whether mounted on the roof, side of a structure, or on the ground shall be screened from view. Utility meters and equipment should be placed in locations which are not exposed to view from the street or be suitably screened. All screening devices are to be compatible with the architecture, material and color of adjacent structures.

Windows

Windows can enliven the pedestrian environment and provide opportunities for ground floor businesses to be seen by passersby. Use clear glass in ground floor windows and doors of all commercial businesses to promote visibility into the ground floor space. Utilize a larger window proportion than for upper floor windows.

Enhance upper story windows with architectural details such as sills, molded surrounds and lintels.

The predominant difference between upper story openings and street level storefront openings (windows and doors) should be maintained. Typically, there is a much greater window area (70%) at the storefront level for pedestrians to have a better view of the merchandise displayed. In contrast, upper stories have smaller window openings (approximately 40%).

Storefronts with clear, transparent glass are encouraged to not only enhance the pedestrian environmental but also to provide a sense of safety for pedestrians since they sense that employees and patrons are monitoring the sidewalk. In contrast, storefronts with blank or solid opaque walls degrade the quality of the pedestrian experience.

In buildings containing retail, commercial, community-serving or other active uses, position windows for visibility by both pedestrians and motorists at street level.

The placement and relationship of windows, doors and other building openings plays a significant role in achieving a unified building composition. Where possible, window sizes should be coordinated vertically as well as horizontally, and window design should be consistent in terms of style and general arrangement on all sides of the building.

Building Color and Materials

Colors and materials should be complementary to the chosen architectural style and compatible with the character of surrounding development. Color is often underestimated as a component of project design. The color palette should be selected carefully. Variations in shade or tone can be used to enhance form and heighten interest.

Materials for multiple family projects should be durable and require low maintenance. They should be consistently applied and work harmoniously with adjacent materials. Piecemeal embellishments and frequent changes in materials should be avoided. Materials tend to appear substantial and integral when material changes occur at changes in plane.

The orientation of a building (north, east, south, west) affects the appearance of colors. Colors on south and west facades appear warmer than if placed on north or east sides.

Accent colors may be used to impart a festive quality to the buildings, especially in commercial areas. Materials such as wood provide visual appeal.

Accent materials should be used to highlight building features and provide visual interest.

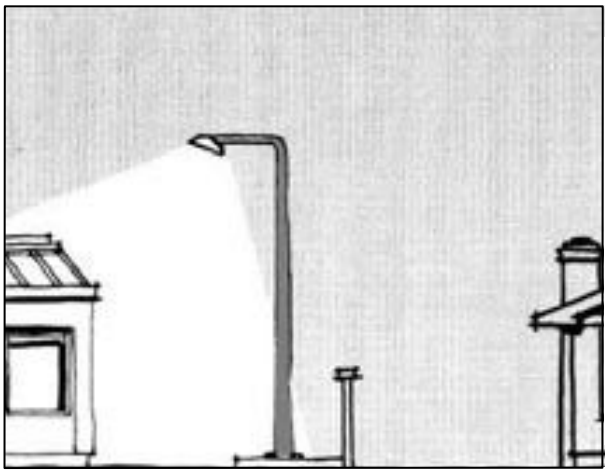
Finish material with "natural" colors such as brick, stone, copper, etc., should be used where practicable.

The complexity of building materials should be based on the complexity of the building design. More complex materials should be used on simpler building designs and vice versa. In all cases, storefront materials should be consistent with the materials used on the applicable building and adjacent buildings. The number of different wall materials used on any one building should be kept to a minimum, ideally two.

Lighting

Light fixtures and structural supports should be architecturally compatible with the theme of the development.

Wall mounted lights should be utilized to the greatest extent possible to minimize the total number of freestanding light standards. Wall mounted lighting should not extend above the height of the wall or parapet to which they are mounted.



The type and location of lighting should minimize direct glare onto adjoining properties. Lighting should be shielded to confine all direct rays within the property.

Lighting should be used to accent on-site public art, specimen trees, and architectural features. Accent lighting, when provided, should compliment exterior color and materials.

Lighting, particularly at all building entrances, should be adequate but not exceedingly bright. Light fixtures should serve as an attractive element in isolation.

Lighting should be designed to satisfy both functional and decorative needs. All security lighting should be designed as part of an overall lighting plan rather than as single stand-alone elements.

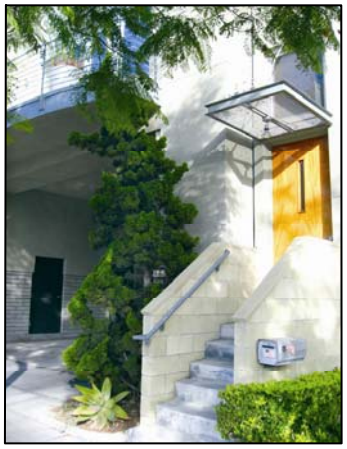
Light fixtures should have pedestrian scale. Pedestrian-scaled lighting for sidewalk and street illumination is encouraged.

Site Access

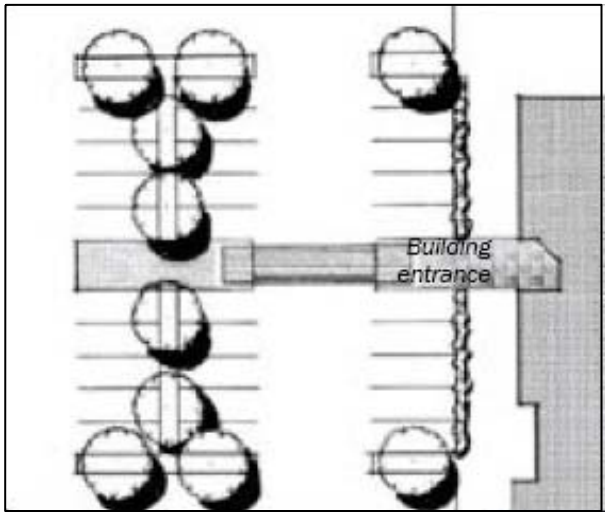
Vehicle access should not dominate a site, even where vehicle access must be accommodated for parking or loading areas. Pedestrian and bicycle access should be given equal consideration.

Building Entrances

Entrances to buildings are the transition area between the public and private realms; they are highly active places.



When entrances to retail businesses are placed where they are visible and inviting to people on foot, they add to the visual interest of the public realm. Any building with more than 75 feet of street frontage should have at least one primary building entry.



Easily identifiable pedestrian connections should be provided from the street/sidewalk to key areas within or adjacent to the site.

Project entry areas should be enhanced and obvious to the resident and visitor. Landscaped medians, enriched paving, decorative landscaped entry walls and gateway structures are encouraged.

The entry design should also promote security and privacy. To the extent possible, the entrances to individual units should be plainly visible from nearby parking areas, street frontages, or common open space areas. Privacy can be enhanced by the use of patios or courtyards at individual entries.

Primary business and residential entrances should be oriented to the commercial street, though each use should have a separate entrance.

Primary building entries should be easily identified and provide a prominent sense of entry. The use of projections, columns, towers, change in roofline, entry lobbies, or other design elements are strongly encouraged.

Entrances identify and articulate individual units. Distinctive architectural elements, materials and colors should be used to denote prominent entries. Recessed entries or porches provide articulation as well as protection from the elements and are encouraged.

Long, monotonous access balconies and corridors which provide access to five or more units should be avoided. Access points should be clustered in groups of four or less. Separate entries for each unit are preferred where possible.

Vehicle Access

While it is often important to allow vehicles to access a site, each access point should be designed to minimize conflicts with pedestrians and bicyclists.

Site access and internal circulation should promote safety, efficiency and convenience. Avoid conflicts between vehicles and pedestrians, minimize dead-end driveways, and provide adequate areas for maneuvering, stacking, truck staging and loading, and accommodating emergency vehicles.

The number of site access points should be minimized and located as far as possible from street intersections. Whenever possible, provide at least two separate entry points, as far removed from

one another as possible, in order to facilitate emergency access. Separate site access drive and parking facilities should be provided for residential uses and commercial uses.

The use of common or shared driveways which provide access to more than one parcel for commercial uses is encouraged and may in some cases be required.

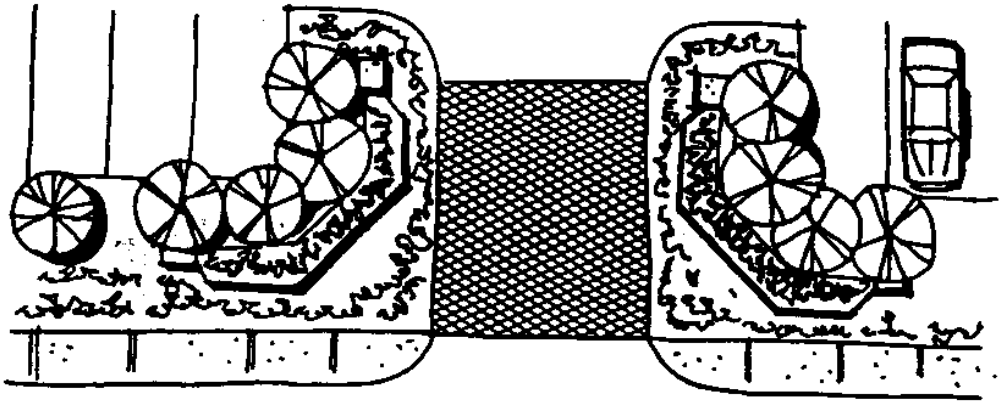
Site access drives should incorporate distinctive architectural elements and landscape features that help to differentiate access to commercial parking areas from residential areas.

Principal access roads into new mixed-use development areas should be of similar scale as streets in adjacent residential neighborhoods.

Security gates should be considered for access to residential uses and residential parking areas, as well as to securing commercial parking areas when businesses are closed, except when a shared parking arrangement is in effect.

Private drives should be designed as pedestrian-friendly streets that are a natural extension of the surrounding neighborhood.

Whenever possible, locate site entries on side streets in order to minimize pedestrian/vehicular conflicts. Avoid designs which encourage the use of public streets for "internal" circulation.



Entries should consist of landscaped medians, enhanced paving, decorative landscaped entry walls and low profile monument signs, and special architectural features and details are encouraged. At a minimum, decorative paving should be used to delineate crossings at circulation drives and parking aisles.

Project entry areas should be enhanced and obvious to customers with special design treatments, such as entry signage or distinctive landscaping.

Where possible, use alleys or side streets for access to parking areas. The use of alleys for parking access must be balanced with other common uses of alleys, including service, utilities, and loading and unloading areas.

Pedestrian and Bicycle Access

This concept encourages the placement of circulation routes to emphasize pedestrian and bicycle access without excluding autos. All sites must provide clear, safe points of access for pedestrians and bicyclists, not just vehicles.

New development should be designed for the use and enjoyment of all community members regardless of their physical ability.

Design sites to provide for pedestrian and bicycle access. Pedestrian facilities will be encouraged to be more prominent in projects.

Include bicycle parking in all parking lots and parking structures.

Locate bicycle parking, pedestrian seating, and similar amenities near building entrances.

Provide a clear and safe path will also be encouraged to be provided between the site entrance and the bicycle parking areas.

Link compatible residential and non-residential uses by utilizing access roads, walkways, common landscape areas, building orientation, etc. Avoid excessive steps or level changes in primary circulation networks.

Locate structures and on-site circulation systems to minimize pedestrian/vehicle conflicts. Link pedestrian paths within a site, where possible, with walkways, textured paving, landscaping, and trellises.

Connect all commercial buildings to the public sidewalk via a publicly accessible path or walkway.

Utilize materials with flat, smooth surfaces that do not create tripping hazards along pedestrian walkways to and from buildings and parking areas.

Avoid placing fences where they would limit pedestrian circulation.

Pedestrian walkways should be provided to link dwelling units with common open space areas, recreational and support facilities, parking areas, and the street.

Appropriate paving should be used where pedestrians are likely to cross landscaped areas.

Include pedestrian and bicycle connections that link the site to nearby businesses, offices and civic buildings.

Provide illumination along walkways that lead to parking areas as well as in the parking areas themselves.

Provide attractive, well-marked pedestrian links that create a clear path of travel between parking, buildings and sidewalks.

Provide design cues along pedestrian connections to help demarcate the transition between public and private spaces. Design cues include a change in colors, materials, landscaping or the dimensions of the space.

Include elements such as special paving materials, pedestrian-scaled lighting and seating along pedestrian paths and walkways to encourage pedestrian use.

Provide shade and landscaping along walkways.

Walkways should be separated from circulation drives to the maximum feasible extent. Curvilinear paths provide a more inviting and interesting experience and are generally preferred over long, straight alignments. Paths which traverse open spaces are strongly encouraged.

Connectivity

Good connectivity within a site allows people to easily move to and from the public realm. Site planning should increase connectivity by implementing design solutions that maximize access and optimize pedestrian use of new development.

Links to Transit

Enhance the pedestrian connection to transit by the installation of walkways and crossings between bus stops and surrounding land uses. Transit stops should be easy to identify and locate, comfortable and accessible. This can be achieved through site design that incorporates the transit facility into public spaces that are adjacent to compatible uses, such as markets, cafés and other services that meet the needs of transit patrons.

Place building and site entrances close to adjacent transit stops, and orient buildings to face the transit stop. Developments should provide safe pedestrian passage between building entrances and bus stops.

Within clusters of buildings, the site design should provide for an identifiable and dominate entrance to the cluster that is clearly visible from the nearest transit facility.

Access between a transit stop and the entrance to a building or cluster of buildings should be clearly visible and as direct as possible.

Buildings may be arranged to reduce walking distance between each of the buildings and the nearest transit facility by placing parking in the rear of buildings so that access from public transportation or between buildings does not require walking through large parking lots to reach building entrances.

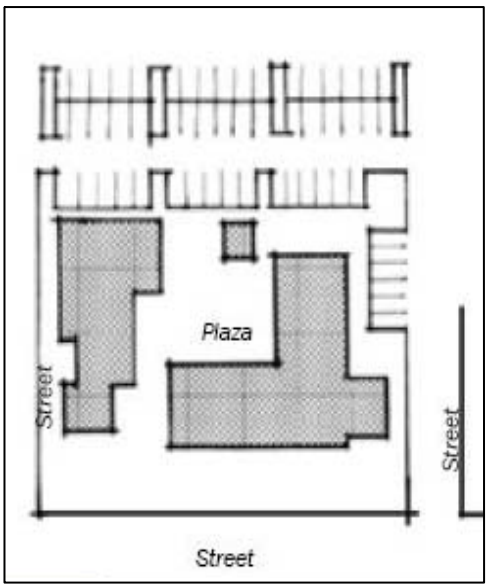
Place transit information kiosks in locations central to all buildings within a cluster as to further inform the pedestrian of alterative modes of transportation immediately adjacent to the site.

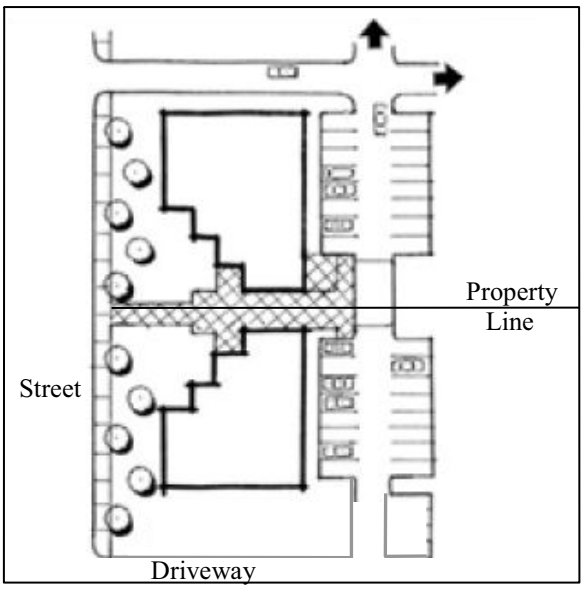
Parking

A primary goal of smart growth is to enable people to modify their travel behavior by using alternate modes of travel, reducing trip length and combining trips. As a result, communities that reflect the principles of smart growth will have a reduced number of vehicle trips and vehicle miles traveled. This also goes a long way to reduce "heat islands" or pavement surface temperatures and the overall Vehicle Miles Traveled (VMT) and its associated impacts. However, not all vehicle trips will be replaced by transit, walking or bicycling trips. A well-designed place must accommodate all modes of travel, including the automobile. The challenge for designers is to provide a parking supply that is slightly constrained but does not deter customers, frustrate tenants or create problems for nearby residents. It is also essential to accommodate parking while still creating walkable, pedestrian-oriented streets.

Surface Parking

Parking needs should be met with creative designs that prioritize the pedestrian and are incorporated into sites without dominating the public realm.





Parking areas should not be located at the corner of a corner site or in front of an interior lot. Instead, parking lots should be located to the rear of the building, subterranean, or in parking structures. When off-street parking in the rear is not possible, parking should be screened from view by landscaped berms and/or low walls.

In multiple family projects, parking is accommodated in individual open parking spaces, parking courts, carports, and garages. Parking by whatever means should be located so as to minimize its visual impact.

Place parking lots behind buildings wherever possible, so that pedestrians can access buildings more easily and to ensure that buildings have a visual presence on the street.

If it is unavoidable to face a public street with surface parking area, the parking area should be buffered by landscaping or low walls and fencing to create an edge to the sidewalk.

Rear parking lots should be designed and located contiguously so vehicles can travel from one private parking lot to the other without having to enter the street. This may be achieved with reciprocal access.

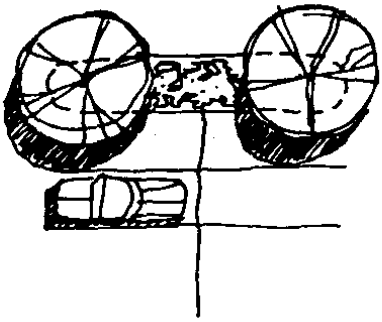
Do not constrain pedestrian circulation between the parking area and other neighborhood amenities that can be reached on foot by avoiding placing fences where they would limit pedestrian circulation.

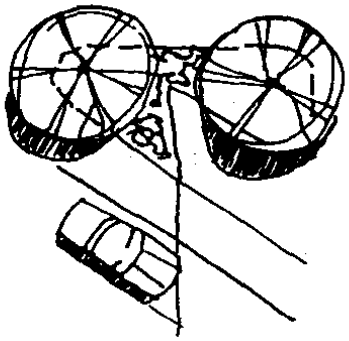
Incorporate fully accessible pedestrian circulation paths within parking areas and between adjoining residential, retail and office developments.

Where possible, use alleys or side streets for access to parking areas.

The use of alleys for parking access must be balanced with other common uses of alleys, including service, utilities, and loading and unloading areas.

Divide all surface parking areas into smaller units to decrease visual impacts associated with large expanses of pavement and vehicles. This can be achieved through the use of landscaped walkways, tree rows or other landscape solutions.





Generally, there should be no more than 6 spaces of uninterrupted parking, whether in garages, carports, or open parking areas. Landscaped bulbs, or pedestrian access ways with landscaping and/or architectural elements such as trellis structures can be used to provide this separation.

Parking incorporated within residential structures should be enclosed behind garage doors. Garages with parking aprons less than 19½ feet in length should be provided with automatic garage door openers. Sectional roll-up doors are encouraged.

Carports may be incorporated into the interior of a project subject to the same dispersal criteria noted above for parking courts.

The placement of carports adjacent to streets, elevated slopes or other highly exposed areas is strongly discouraged.

Carports, detached garages, and accessory structures should be designed as an integral part of the architecture of projects. They should be similar in materials, color, and detail to the principal structures of a development. Carport roofs visible from buildings or streets should incorporate roof slope and materials to match adjacent buildings.

Where garages are utilized, doors should appear set into walls rather than flush with the exterior wall. Their design should be simple and unadorned. Attached garages should provide a massing and architectural transition from the principal structure; partial single story mass projections, architectural details and windows are encouraged in this regard.

Parking Garages

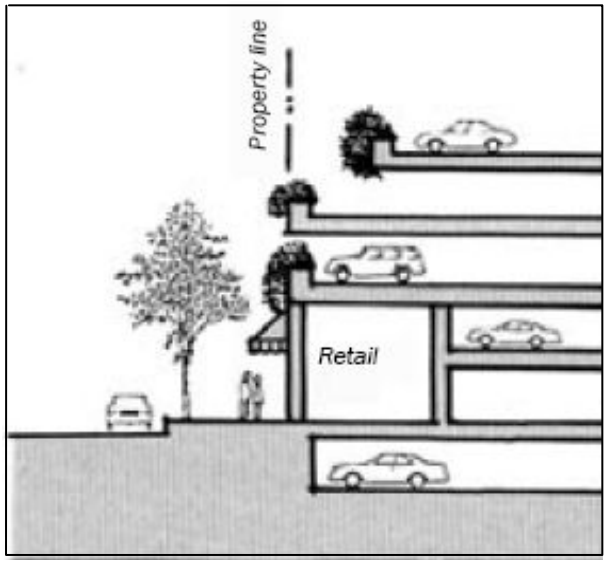
Parking garages must be designed so that they are well integrated with their surroundings. Careful attention to architectural detail can conceal the special-purpose nature of parking garages, allowing them to fit the context of nearby buildings.

Surface parking lots should gradually be replaced by other forms of parking that make more efficient use of the land, including shared parking garages, podium parking, and below-grade parking.

Reinforce the pedestrian realm by wrapping the parking garage with retail or office uses.

Parking lots adjacent to a public side street should be landscaped to soften the visual impact of parked vehicles from the public right-of-way.

Entrance and exit areas, areas that are the central focus of the parking lot design, major axis and areas that act as forecourts for entrances may be suitable locations for special paving materials such as brick or stamped concrete.



Provide openings on each floor of the garage that adequately screen vehicles while creating a sense of transparency.

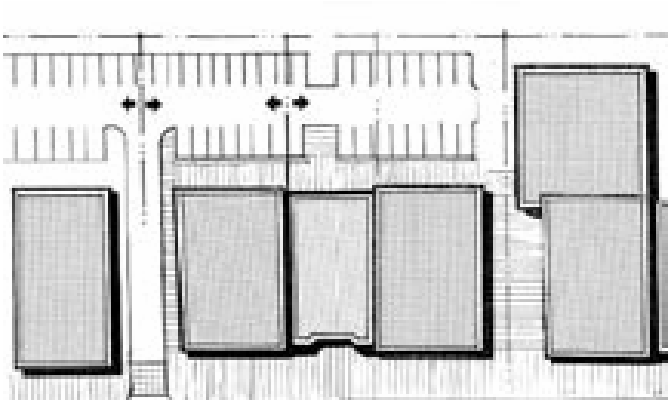
Limit the height and bulk of parking structures so that they are reasonably consistent with adjacent buildings.

If enclosed parking is provided for the entire complex, separate levels should be provided for residential and commercial uses with separate building entrances.

Break up the building's facade with vertical elements, such as projecting columns and offset wall planes, as well as variations in color, texture and materials. Use horizontal lines on exterior facades to separate each floor, rather than reproducing the sloping condition of the interior structure. Use projecting elements, awnings or other architectural details to highlight pedestrian entrances to the garage.

Shared Parking

Developers can take advantage of sharing parking lots with adjacent properties, as allowed per code, to free up land for other uses. Shared parking should be utilized when businesses are located close to one another that people can park once and walk between them to reduce the total amount of parking provided.



Shared parking between adjacent businesses and/or developments is strongly encouraged.

Parking areas that accommodate a significant number of vehicles should be divided into a series of connected smaller lots.

When possible, non-residential parking lots should be designed and located contiguous to each other so that vehicles can travel from one private parking lot to the other (reciprocal access) without having to enter major streets.

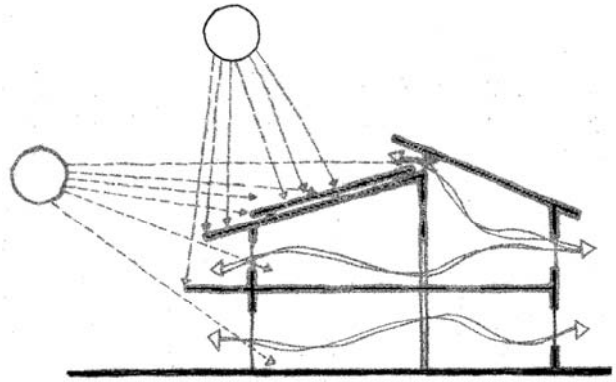
Parking lots should be designed with a clear hierarchy of circulation: major access drives with no parking; major circulation drives with little or no parking; and then parking aisles for direct access to parking spaces.

Energy Conservation and Landscaping

Landscaping is an integral part of a site's design. It has a significant effect on the appearance and comfort of the accompanying space. Incorporating sustainable design practices into the design of a site's landscaping can help to reduce the consumption of resources, create a more comfortable and livable environment and provide significant savings in maintenance costs. In addition, buildings can be placed within the site to take advantage of the region's climate.

Environmental Influences

Much of the San Diego region has a semi-arid Mediterranean climate, with ample sun and little rain. Well-planned sites can take advantage of this climate by orienting buildings so that they can be lit during the day by sunlight, rather than artificial light. Sites can also incorporate energy-generating technologies, such as solar panels and turbines that capture sea breezes and the seasonal Santa Ana winds. Shaded areas should also be available for the comfort of people sitting outdoors.



Orient buildings to the sun to provide natural heating and daylighting and maximize energy efficiency.

Take advantage of natural winds by placing buildings so that door and window openings are oriented to the prevailing wind direction. Operable windows to take advantage of breezes and reduce energy costs.

Incorporate solar panels, other photovoltaic systems and wind turbines into sites and buildings where practical.

Solar panels should be integrated into the roof design. Solar panels placed on sloped roofs should be parallel to and resting on the roof slope. Frames should coordinate with roof colors.

A parking lot can not only provide shading with solar panels but also provide energy for the buildings on the site.

Plant shade trees where they can provide natural shading and cooling for buildings.

Maximize the number and size of north-facing and south-facing windows. Use smaller and fewer windows on the east and west sides of the building. Minimize direct sunlight by incorporating strategically placed overhangs, louvers or similar shade-producing features.

Building heights should enhance public views and provide adjacent sites with maximum sun and ventilation and protection from prevailing winds.

Landscape Design

A site's landscape design is an integral part of the overall site design and should be used to integrate development into its setting, rather than to camouflage it. The function of landscape materials should be considered before they are incorporated into a site design to ensure that the chosen materials create an aesthetically pleasing and comfortable environment.

Use a hierarchy of planting sizes and materials to mark the transition between the horizontal ground plane at the sidewalk or parking area and the vertical frontages of buildings.

Use landscaping to activate building facades, soften building contours, highlight important architectural features, screen less attractive elements, add visual interest and provide shade.

Landscaping in and around entrances and drives must be designed to maintain sight distances.

Large planters may also be incorporated into seating areas. Such planters should be open to the earth below and be provided with a permanent irrigation system.

Planters should complement the overall site architecture.

A site's landscape design is an integral part of the overall site design and should be used to integrate development into its setting, rather than to camouflage it. The function of landscape materials should be considered before they are incorporated into a site design to ensure that the chosen materials create an aesthetically pleasing and comfortable environment.

Minimize the amount of turf area to reduce water consumption. Preserve or incorporate the existing landscape element into the proposed design when feasible.

Landscaping around the base of buildings is recommended to soften the edge between pavement and the structure.

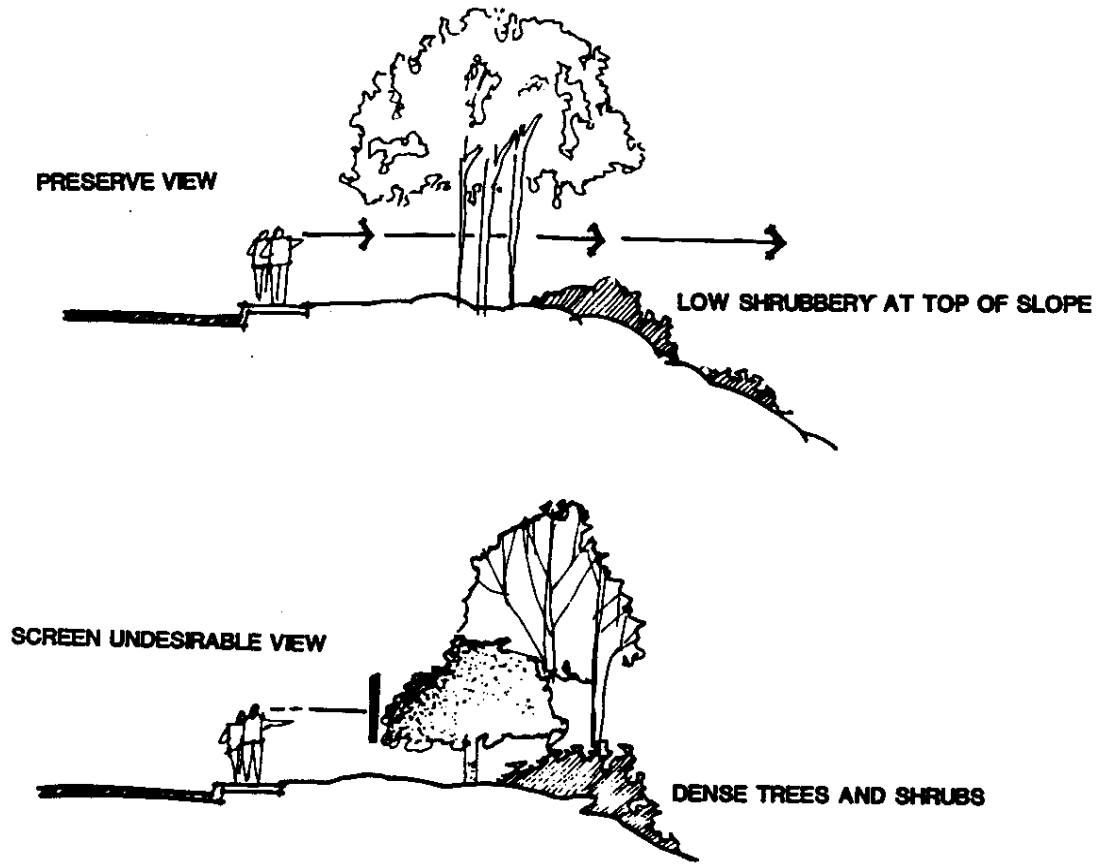
Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs. Appropriate paving should be used where pedestrians are likely to cross landscaped areas. Consider the use of "turfstone" for areas used exclusively for emergency vehicle turnarounds.

Entrances should be accented to provide focus. Trees should be located throughout the parking lot and not simply at the ends of parking aisles.

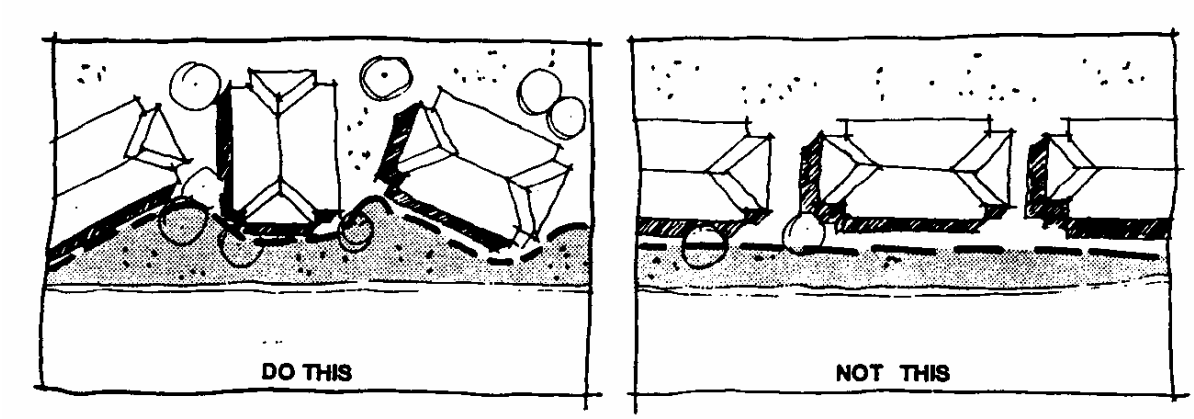
Vines and climbing plants integrated upon buildings, trellises, and perimeter garden walls can be effective in softening the appearance of structures and in deterring graffiti and are encouraged where appropriate.

Landscape planting is to be used to frame, soften, and embellish the quality of the environment, to buffer units from noise or undesirable views, to break up large expanses of parking, and to separate frontage roads within a project from public streets. To accomplish these design objectives, landscape elements need vertical dimension. Trees and tall shrubs are needed in addition to grass and groundcover. Trees can also be used to provide shading and climatic cooling.

Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended goals. Landscaping can contribute to the overall appearance of a building. Landscaping should work with the buildings and surroundings to make a positive contribution to the aesthetics and function of both the specific site and the area.



Landscaping should be in scale with adjacent structures and be of appropriate size at maturity to accomplish its intended purpose. Use larger specimen trees at major entrances, along street frontages and in larger open space areas. Flowering and multi-trunk species arc encouraged.



Variable landscape setbacks should be provided wherever possible.

Tree grates should occur along the edges of internal streets and in plazas where a continuous walking surface is needed.

Tree guards should extend vertically from tree grates, and serve to protect trees in highly active areas. Tree guards should be narrow, painted in a similar color, and relate to other site furnishings. Tree guards should be attached to the tree grate and welds should not be visible.

Planters and pots should be located where pedestrian flow will not be obstructed. Consider placing pots in locations where deep building recesses exist, where access is discouraged, to provide definition to spaces, and adjacent to blank walls.

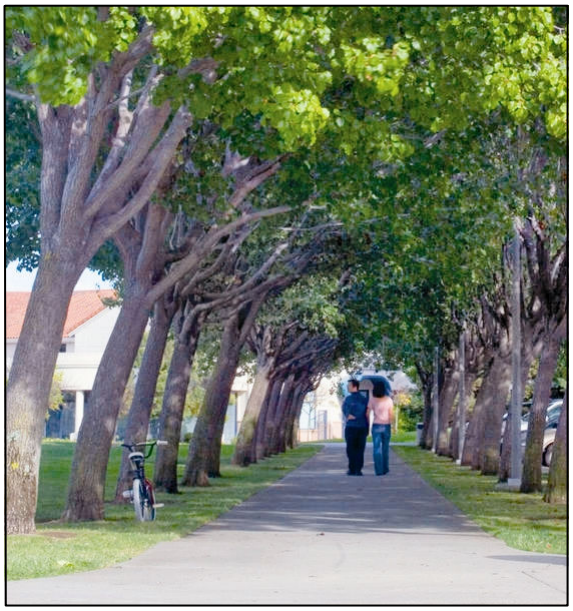
Landscaping provides visual relief within parking facilities.

Strive to achieve over 50 percent of the asphalt area within five years from time of installation.

Maximize distribution of landscaping.

Heat Island Effect

The foliage provided by trees and shrubs helps to reduce the heat island effect, a condition in which air and surface temperatures are higher in a localized area than in adjacent areas. This difference in temperature is due to a number of factors, including a reduction in the amount of shade, an increase in the amount of heat-absorbing surfaces and the accumulation of waste heat from cars and energy consumption. Appropriate landscape coverage can reduce the heat island effect. Plants also contribute to cooling the air through the evaporation of water from their leaves, resulting in a more comfortable pedestrian environment and decreased energy consumption.



Provide street trees to reduce air pollution from vehicle emissions and to provide shade to reduce pavement surface temperatures.

Plant trees and vegetation that will provide significant amounts of shade in areas with large heat-absorbing surfaces, such as parking lots.

Use trees and shade structures, such as trellises, to shade plazas, sidewalks, parking areas and buildings in order to reduce heat gain and create a more pleasant pedestrian environment. Choose trees with a broad, leafy canopy to provide adequate shade for sidewalks and buildings.

In paved areas, use materials with high solar reflectance, such as light-colored concrete, that reflect solar energy rather than absorbing and re-radiating it.

Resource Conservation

Design solutions should incorporate strategies to conserve resources during both construction and operation of the building.

Adaptive Reuse

Adaptive reuse is the practice of reusing existing buildings for new uses while preserving some or all of the building's structural elements or architectural features. Adaptive reuse helps to conserve natural resources by partially eliminating the need to use new materials for construction. In addition, adaptive reuse of historic structures provides an opportunity to preserve history and reinforce neighborhood character and identity. This helps to reduce air pollution during construction, reduction in landfill waste, and energy cost of new materials.

Where feasible, reduce waste and minimize use of new resources by renovating or adding to existing buildings rather than building new structures.

Use locally manufactured building products to reduce transportation impacts and costs and support local industry.

Reuse buildings that can accommodate a modern development program and help to achieve a long-term vision for the neighborhood.

Determine the best possible new uses for existing buildings with respect to their contribution to neighborhood character, economic feasibility, economic revitalization and interior conversion potential.